

Industry, FAA, and Airport Alignment

	Industry	FAA	Airports
Completed (2001)	<ul style="list-style-type: none"> Improved quality of data and participation in Spring 2001 collaboration Participated in Spring 2001 training Improved information dissemination to passengers Improved and shared demand forecast Reevaluated scheduling practices at congested airports 	<ul style="list-style-type: none"> Parallel runway monitors installed; limited use at St. Louis and Minneapolis/St. Paul Runway incursion training conducted and awareness of controllers increased Improved dissemination of routing and weather information to facilities via CCFP Developed and conducted Spring 2001 training Completed 15 choke point action items by adding 11 new sectors and moving flows Improved currency and accuracy of SUA status information and expanded internet access, increased user access to MOAs (working with DoD) Improved delay information dissemination to passengers Started FFP2 program 	<ul style="list-style-type: none"> New runways operational at Detroit and Phoenix Additional precision approaches implemented at 14 airports Worked with communities to implement capacity plans Improved information dissemination to passengers
Near-Term (2002)	<ul style="list-style-type: none"> Reach agreement with pilots on LAHSO Procedures and assumptions Training on Closely Spaced Approach procedures (2001) Improve quality of data and participation in Spring 2002 collaboration Participate in Spring 2002 training Accelerate equipage to take advantage of RNAV routes and approaches 	<ul style="list-style-type: none"> Expand use of 3-mile separation standard where applicable Develop and conduct Spring 2002 training Complete remaining airspace choke point action items including eight additional sectors Streamline EIS processes (2001) Expand implementation of area navigation procedures (RNAV) Complete FFP1 program 	<ul style="list-style-type: none"> Streamline Environmental Impact Statement (EIS) processes (2001)
Mid-Term (2003-2004)	<ul style="list-style-type: none"> Accelerate equipage to take advantage of RNAV routes and approaches Reevaluate scheduling practices at congested airports 	<ul style="list-style-type: none"> Expand implementation of area navigation procedures (RNAV) Provide staffing and equipment for new runways Expand airspace redesign, start to implement RVSM Complete WAAS (LNAV/VNAV) Implement LAAS approaches Initial high altitude implementation URET operational nationally 	<ul style="list-style-type: none"> New runways or extensions at Houston, Minneapolis, Miami, Orlando, Charlotte, Denver Improve surface management process and coordination Start LAAS implementations Add signs and lighting at smaller airports to take advantage of new navigation systems
Long-Term (2005-2010)	<ul style="list-style-type: none"> Ensure uniform datalink equipage Equip for enhanced situational awareness on airport surface Equip and train for new LAAS systems 	<ul style="list-style-type: none"> Implement New York/New Jersey/Philadelphia Metropolitan airspace redesign Continue TRACON consolidation Implement RVSM Expand use of datalink for ATC Initial oceanic 30/30 operations 	<ul style="list-style-type: none"> New runways and taxiways at Atlanta, Cincinnati, St. Louis, Seattle, Dulles Enhance surface congestion management Continue to add capacity through taxiway and runway enhancements